

Quick Reference Summary Guide

TWELVE ELIGIBLE ACTIVITIES

Pedestrian and Bicycle Safety	Landscaping and Other Scenic Beautification	Scenic or Historic Highway Programs (Includes Tourist and Welcome Centers)	Acquisition of Scenic Easements and Scenic or Historic Site	Historic Preservation	Rehabilitation of Historic Transportation Facilities (Including Historic Railroad Facilities and Canals)
Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation
		For verification of scenic byway eligibility, a letter from Roadside Environmental must be attached to application.	Letter of certification from the State Historic Preservation Office must be attached to application.	Letter of certification from the State Historic Preservation Office must be attached to application.	
Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent
	Independent projects are not to be used in conjunction with TIP projects.	TE funds may be used for the construction of a new or the restoration of an existing facility.	The general rule of thumb for <u>significant</u> federal-aid investments is that the public interest in and access to the facility should be in perpetuity.	The general rule of thumb for <u>significant</u> federal-aid investments is that the public interest in and access to the facility should be in perpetuity.	The general rule of thumb for <u>significant</u> federal-aid investments is that the public interest in and access to the facility should be in perpetuity.
	Project must demonstrate a strong and direct relationship to our transportation system.	To fund activities that have a clear link to scenic or historic highway programs.	However , the extent of real property interest needed for the protection of the public interest in the expenditure of TE funds is somewhat dependent on the nature and magnitude of the expenditure.	However , the extent of real property interest needed for the protection of the public interest in the expenditure of TE funds is somewhat dependent on the nature and magnitude of the expenditure.	However , the extent of real property interest needed for the protection of the public interest in the expenditure of TE funds is somewhat dependent on the nature and magnitude of the expenditure.
	Installed on state or city “fee simple” right-of -way or permanent easement.			Protection of property rights in the form of a legal agreement that can be recorded in the land records.	
Unintended Use	Unintended Use	Unintended Use	Unintended Use	Unintended Use	Unintended Use
	Not intended for the replacement of existing plant beds or highway mitigation projects.	Not intended to repair and restore what are clearly rest areas.	Not intended to refurbish and/or rehabilitate privately held property without public interest and/or benefit.	Not intended to refurbish historic properties for local administrative public purposes and uses.	Not intended to refurbish historic properties for local administrative public purposes and uses.
Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes
	Attempts to use funds to beautify areas without a strong and direct surface transportation link.	Failure of the applicant to establish a clear surface transportation link and a connection to a scenic or historic highway program.	Possible applicant misunderstanding.	<ul style="list-style-type: none"> Incomplete or inadequate budget information. Not working with or through the local historical preservation society. Ineligible FHWA reimbursable expenses. 	<ul style="list-style-type: none"> Incomplete or inadequate budget information. Ineligible FHWA reimbursable expenses.
Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts
Tom Norman, NCDOT 919.715.2340 tnorman@dot.state.nc.us	Charles Tomlinson, NCDOT 919.733.2920 ctomlinson@dot.state.nc.us	Jeff Lackey, NCDOT 919.733.2920 jlackey@dot.state.nc.us	David Bailey, NCDOT 919.733.7932 dbailey@dot.state.nc.us	Sarah McBride, HPO 919.733.6545 sarah.mcbride@ncmail.net	Craig Newton (Rail Questions Only) NCDOT 919.733.7245 X 246 cnewton@dot.state.nc.us * All other questions – contact Ed Davis 919/733-2039 edavis@dot.state.nc.us

ENHANCEMENT PROGRAM
Quick Reference
Summary Guide

This is not intended to be Exhaustive or Inclusive					
TWELVE ELIGIBLE ACTIVITIES					
Preservation of Abandoned Railway Corridors for Trail	Control and Removal of Outdoor Advertising	Archaeological Planning and Research	Environmental Mitigation of Pollution due to Highway Runoff and Reduce Vehicle Caused wildlife Mortality	Establishment of Transportation Museums	Pedestrian and Bicycle Facilities (Sidewalks)
Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation	Specific Required Documentation
Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent	Regulatory Intent
	Permanent removal of outdoor advertising. Effective controls should be in place to prohibit new signs from being erected. Funds may also be used for sign inventory.		TE ‘s are a means of promoting <u>additional</u> efforts, projects, and activities which relate to surface transportation but go beyond what is considered ordinary environmental mitigation for a project A project may stand alone or be part of a larger existing or proposed project.	TE funds may be used to build a new facility, add on a transportation wing to an existing facility or convert an existing bldg. for use as a transportation museum Must be opened to the public.	<ul style="list-style-type: none">• New sidewalks• New pedestrian crosswalks• New Stand alone pedestrian signs• Upgrade of existing traffic signals to include pedestrian timing• ADA ramps• Pedestrian scale lighting• Replacing existing sidewalks to meet ADA standards
			Examples: -Projects designated as wildlife underpasses or overpasses - Measures at areas identified as crossings for wildlife -Bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity		
Unintended Use	Unintended Use	Unintended Use	Unintended Use	Unintended Use	Unintended Use
			TE projects are <u>NOT</u> to replace mitigation currently eligible or required under federal-aid funded projects	Airport or Air museum (only surface transportation)	Replacement of sidewalks purely for maintenance purposes is <u>NOT</u> allowed
Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes	Most Common Mistakes
	Improper calculation of lease hold amounts. See: FHWA for guidelines				Confusing sidewalks with pedestrian trails and multi-use trails
Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts	Primary Contacts
Steve Head NCDOT 919.715.8746 wshead@dot.state.nc.us	Brenda Grady, NCDOT 919.733.3725 bgrady@dot.state.nc.us	Matt Wilkerson, NCDOT 919.715.1561 mwilkerson@dot.state.nc.us	Logan Williams, NCDOT 919.715.1482 lwilliams@dot.state.nc.us	Craig Newton, NCDOT 919.733.7245 X 253 cnewton@dot.state.nc.us	Sidewalks Frank Draper NCDOT 919.250.4128 fdraper@dot.state.nc.us Bike Tom Norman, NCDOT 919.715.2340 tnorman@dot.state.nc.us